

KANSAS AGITATOR.

GARNETT, - - - KANSAS.

Too many people imagine that a debt is paid when its form is changed.

No tropical plant ever grew as fast as a small annoyance will increase.

We can all of us find excuses for hating, without sitting up nights to think.

Compulsory idleness is a monstrous iniquity. Every man should have a job.

Exaggerated truth is in many respects more dangerous than an all-wool falsehood.

Generally when a man's acts return to plague him, he whines around that he is persecuted.

Perseverance is all right, so long as it does not degenerate into obstinate butting of a stone wall.

The man who pays undue regard to himself does not appreciate that he is increasing his load of cares.

So far, bills have been introduced in the Kansas legislature touching every subject save hypnotism.

The man who pays undue regard to himself does not appreciate that he is increasing his load of cares.

The man who accepts alimony from his unfaithful wife is too honorable to fight a duel with a gypsy fiddler.

People who never do things they think wrong save themselves a vast amount of voluntary explanation.

One of the things which assures us of the stability of the republic is the spirit of absolute holiness with which the drawer of a salary in a public office celebrates every legal holiday by keeping from working.

Political "science," often of an ingenious sort, is used in choosing the sites of capitals; but Brazil has now employed natural science for the purpose. Rio de Janeiro being unhealthy, the Brazilian government appointed a commission of scientists to select a location suitable for a new capital. The commission has fixed upon a plateau 4,000 feet above the sea-level. The distance by rail from the coast is said to be eighteen hours. No yellow fever invades the spot, and other conditions favorable to health are reported. The Popular Science News says that this is believed to be the first occasion on record in which science has been called in to choose the site of a capital. Bad air and bad legislation have doubtless been associated, more than once, as cause and effect.

A decision of the Indiana Supreme Court upheld the validity of the state law of 1893, which provides for the taxation of telephone, telegraph, palace car, sleeping car, dining car, express and fast freight companies, and empowers the state board of tax commissioners to assess taxation other than that of a local character, and imposes a penalty of 50 per cent upon those failing to pay their taxes at the time specified. The amount involved in the Indiana cases is estimated by the Indiana attorney-general at \$100,000. In the Ohio cases the amount involved is more considerable. The state will, it is said, be a gainer by about \$400,000, the approximate amount of the taxes for three years, not to speak of the amount which will go into the state treasury from this source annually.

David Starr Jordan, president of Stanford University, says: "One of the most disquieting features of the social condition of our times is the rush of young men to the cities. Resulting from this is the weakness and instability of the farming population as compared with the same class half a century ago. Steadiness of national character goes with firmness of foothold on the soil. We may well look with alarm on a condition in which all men of wealth and power shall be gathered in the cities, while the farms are left to the weak and inefficient or to the peasants of other nations. As matters are, the cities are great destroyers of human life. We have not learned properly to govern them nor to make them effective, and every city is full of human failures, results of misdirected effort. A tour of the principal streets, halls and meeting places on Sunday evening in any great city will show how terribly true this is. Certainly one-fourth the present population of such a city as San Francisco for example has no real business there. These people are doing nothing which is effective for themselves or helpful to others, and the condition of the other three-fourths, and most likely their own condition, would be distinctly improved if these misfit persons would go back to the farms."

Colonel Strathy, commander of the Fifth Royal Scots of Montreal, appeared at a wedding in Nashville, Tenn., this week in the uniform of his regiment, consisting of plumed bonnet, red tunic and white facings, kilts made of the Argyle tartan and a stout pair of bare legs. Well may it be said that the Colonel was "dressed for the occasion." Fortunately the day was quite warm.

If you want private pointers concerning a man's character listen to the kinds of weaknesses he charges up to his neighbors.

Prosperity! Where art thou?

Every trust is a menace to good government.

Public opinion is the greatest foe to progress.

Paternalism is a thousand times better than favoritism.

It is not over-production, but a false system of distribution that causes poverty.

Keep it before the people that the Republicans promised to deliver prosperity.

The government part of our government is socialism—when it is not favoritism.

The mission of the People's party is hardly begun. The work of education must go on.

No amount of wealth can ever stand before a revolution. It is weakness instead of strength.

Resolutions of sympathy for the poor is worse than soup, and soup is a mighty light diet.

The spirit of liberty and independence can be crushed and smothered, but it cannot be killed.

If fusion ever had any respectability some of the place hunters have snatched it with disgrace.

The "cross of gold" is yet standing, while the "crown of thorns" is being pressed down on labor's brow.

The Republicans are kept busy explaining why prosperity doesn't come, and when it may be looked for.

It ought to be borne in mind that the People's party is not a recruiting station for the Democratic party.

Changing men will do no good unless we also change the system. The Republican party will bring no better times.

The first half of the nineteenth century will mark the demonetization of all metallic currency except for subsidiary coins.

When one trust begins to compete with another it gets out an injunction and puts a stop to it. Isn't this a dandy government?

The property of the Pacific railroad thieves should be made to stand good for the debt they have created, and the government should secure judgment against it.

We can't get fair railroad rates until the water is squeezed out of the stock. The best way to do this is for the government to acquire ownership and operate them.

The gold reserve seems to be reserving all right now it don't bring prosperity, and now the question occurs, what connection has the gold reserve with prosperity?

The Pacific railroad fraud is one of the greatest robberies of the age and the government should put the brigands in prison and keep them there until every dollar of the great debt was paid.

If the government can't keep gold to redeem its paper, how do the banks expect to do so? The government is much stronger than the banks and its credit better than that of all the banks combined.

After all, the problem in the last stages of its analysis is, whether manhood or money shall rule in this country? All other issues center around this one. It is the same old question of human rights.

If a cross-roads postmaster is caught in the act of trying to swindle the government out of a few postage stamps he is sent to the penitentiary; but Huntington and the other millionaire brigands are allowed to run at large.

Laboring men compete with each other, but trusts get out injunctions and stop competition. The people are rapidly learning to regard the law and the courts as a farce, gotten up for the poor to observe and the rich to ignore.

The contest for United States senator in Idaho develops some strange things. Dubois, who is a Republican in everything but free silver, was defeated by Heitfield, a Populist. This was in accordance with an agreement made between the Populists and Democrats of that state prior to the recent election. Notwithstanding this agreement, Senator Jones, Secretary Walsch, and other prominent Democrats, did their best to secure Dubois' election, and sent J. R. Sovereign there to work against a Populist and for Dubois, just as he worked against Populist West in the Memphis district last fall.

They Offer No Remedy.

The financial condition of the country is deplorable. It is impossible to imagine how it could be worse. The only consolation a Populist can have is that neither of the old parties have yet proposed any remedy, and that none have yet been able to demonstrate on the stump or through the press that the Populist platform, if crystallized into law, would fail to restore permanent prosperity to all the people.—Missouri World.

IT IS NOT A NEW IDEA

GOVERNMENT HAS FURNISHED EMPLOYMENT.

England at One Time Employed Her Idle Population on the Public Roads—America Could Do the Same Today.

People's Messenger: The idea that the government shall furnish the people with employment in time of great depression, to enable them to earn a livelihood is not a new one by any means. Governments are instituted for the benefit of the governed. As money is hoarded, confidence is destroyed and all business enterprises drag or are suspended, the wage-earners must of necessity suffer unless the government will lend a helping hand.

In a time such as we have described early in the century, England found it necessary to employ her idle and indigent citizens, and a system of road improvement was devised at which these men were permitted to labor and for which they were paid by the government. The result was that England has the best dirt roads in Europe. Gen. Coxey does not claim his good roads idea is original. Being a studious and observant man he knows what has been done may be done again. And as England utilized the labor of her unemployed in a time of great depression by constructing good roads all over the island, and thus enabled the unfortunate to earn a livelihood for themselves and families he argues the United States can do the same thing, and thus disperse the army of four million tramps now roaming this country.

The idea that such a course is beyond the scope of government is absurd, and an investigation will disclose the fact that the employment of idle labor by the government would in the end be profitable rather than expensive.

To illustrate, let us suppose there were in Chickasaw county five hundred unemployed men. These would represent with their families a population of at least 2,500. In this county are 20,000 people, who are humane, neighborly and christian in character. The 17,500 well to do people would not, could not allow their unfortunate neighbors to starve or freeze on the public highways and would therefore support them by charity. The contributions would of course be much larger from some than others, for some people are more charitable than others, but the direct expense to the county as a whole to keep these unfortunate alive would be the same as if each tax-payer had contributed according to his ability. It is certain the 2,500 unemployed would become dispirited, lose confidence in themselves, begin to wander around over the county, in short become vagrants wanting in independence and manhood.

Now suppose our board of supervisors should announce that they would employ these 500 men to work on the public roads, levees and bridges of the county, and would pay them \$1 per day out of the county treasury, the cost to the county would be equalized by taxation, and the expenses would be no more than to support the unemployed and their families by private contribution, but the county would be the gainer to the extent of the value of the labor of the 500 men and instead of mendicants they would become self-respecting citizens, who would have the right to feel that they had earned an honest living for themselves and families.

Another advantage of the system is that it would be possible then to distinguish between the roving vagrant, who prefers to be a tramp rather than earn a living by honest labor and the truly unfortunate, who though seeking work, had been unable to find it. The former could be made to earn his sustenance in the chain-gang and the latter would never be harassed with the terrible fear he may lose his job and his family come to want. Why not try the experiment in the interest of the 15,000,000 or 20,000,000 of our distressed fellow-citizens rather than listen to the ridicule of the plutocratic press, that denounces the suggestion as a Coxeyism? Why not?

IGNORANCE OF THE EAST.

A Member of the New York Chamber of Commerce Talks in Meeting.

At a recent meeting of the New York Chamber of Commerce William E. Dodge, a millionaire member of the body, produced quite a sensation. In a speech he said the East did not understand the situation in the West, and that "there was a lack of money in important sections that practically makes the transaction of business impossible except by the primitive system of barter." Mr. Dodge is one of the men who in the recent campaign declared that there was plenty of money in the country, but he has since visited the West, and admits that he was very much mistaken and that the capitalists in the East do not understand the situation in the West and South. "I found," says he, "that there were great sections of Southern and Western country where there was absolutely no money at all; where the most primitive forms of barter obtained; where everything was most disorganized." Mr. Dodge speaks of one gentleman who told him that by some happy accident he received a \$50 bill and had to spend four days riding to get it changed, and being unable to do so, had to send it off.

"There were senators," he said, "who told me that their constituents seldom saw a dollar in money from the beginning of the year to the end, with the result that they had constantly to get

in debt to the storekeepers. The local storekeepers received their pay in kind. In fact, everything was drifting back to the old times before money was invented. And this was not in one section only, but in large sections. "My impression is," continues Mr. Dodge, "that if some thoughtful plan could be suggested, it would be quite possible to educate all the agricultural people of the country to understand that a man who was thrifty and honest and sober and prompt can always in some way get some money. It is a very hard thing. We do not understand it at all here, because we have so much money moving among us; but if every time we went to a store we were unable to buy anything except on credit, if we had no money to pay down to enable us to reap the advantage of cash payments—we would begin to be fretful. I came from Indianapolis with this impression, and I have only ventured to submit it because I feel so deeply that unless those of us in the more favored parts of the country understand the condition of our brothers and our fellow-citizens in the other parts of the country—unless we bring about some wise methods for their relief—when the year of 1900 comes we shall be swamped with an infinitely more powerful vote against us than during this last election."

There is some consolation in the fact that the sleepy old East is at last waking up to the seriousness of the situation, and that she is also seriously watching which way the political cat is likely to jump in 1900.

PUBLIC OWNERSHIP.

Taxation Abolished and Expenses Paid Out of Profit.

Coming Nation: All who are familiar with the modern requirements of a great city recognize the importance of the question of how to most easily raise the necessary revenues for the maintenance of its various departments. Much has been written upon this important subject, and many plans have been suggested, and that which is meeting with most approval is to secure a large portion of the revenue from monopolies of public service, either through some method of taxation or from collective ownership and operation of them.

Glasgow has adopted the latter, and so successfully that after Jan. 1, 1897, she will levy no more taxes, but will derive sufficient from municipal-owned services to pay all the expenses of her municipal government.

Among the most important of these is her street railway system. The report of last year of the operation of the Glasgow corporation tramways for the first eleven months they were under municipal management—from July 1, 1894, to June 1, 1895—showed this experiment to be a wonderful success. It gave the number of passengers carried during that period as 57,046,647; the gross receipts were \$1,132,070; expenditures, \$1,011,045, thus leaving a balance to the city credit of \$111,020. And this result was achieved with a reduction in fares amounting in most cases to 33 per cent, brought about through the adoption of the 1-cent fare for half-mile stages. Thirty-eight per cent of the tickets sold for the first eleven months were 1-cent tickets. These reductions of fares have tended to popularize the service and increase the receipts, and this gives to Glasgow the distinction of having cheaper street locomotion than any other city in the world.

The traffic returns for the year aggregate \$1,618,389; number of passengers carried, 86,462,594, showing the average fare paid by each person carried to be a fraction less than 17 cents. The number of passengers shows an increase of about 38 per cent over the first period of eleven months.

The employees are furnished with uniforms at the expense of the department. A friendly society for purposes of mutual aid has been instituted among the employees, the rules of which were approved by the tramway committee, and the department adds to the fund of the society a sum equal to one-half of that contributed by the members, and though membership therein is entirely optional the number on the roll is 1,447, and there is every indication that the society will prove a great success.

For clearness and attention to details the committee's report is a model one, and is well worth careful study by all who are interested in the problems pertaining to municipal government, and is a complete answer, in a sternly practical way, to the opponents of municipal ownership of natural monopolies. This Glasgow experiment, and the success attending it, must prove an important factor in the solution of these vexed questions relative to the raising and expending of municipal revenue.

HENRY R. LEGATE.

Boston.

Lost, Strayed or Stolen.

Somewhere between time and eternity, a fine, large gob of prosperity, of bright yellow color, with a collar of confidence fringed with national bank patriotism. When last seen, was dressed in a suit of corporation promises, made in the mills of private property. A suitable reward will be paid for any information by applying to any unemployed or half-paid dupe who voted to corral the animal last November.—Appeal to Reason.

Now is the time to agitate the government ownership of the railroads. The question is now up in a practical way in the settlement of the Pacific railroad's debts.

Pretty soon there will be a "surplus" in the treasury and then that will be urged as a cause of hard times, we suppose.

OUR RAILROADS.

Figures That Figure for the Railroads Only.

No fact stands out more clearly with reference to the railroads of the country than that their reports do not report. The law requires the railroads to make yearly returns of their operations in order that the people may obtain some idea of what these corporations are doing and whether they are adhering to the terms of their charters. But the railroads obey the letter and not the spirit of the law. Every year they favor congress and the public departments with long arrays of figures that mean absolutely nothing. Only the expert can make anything out of the statements presented, and even he is left totally in the dark unless he happens to possess inside information to give him a key to the puzzle.

Consequently, we cannot hope to make much of the just issued annual report of the interstate commerce commission. The document is quite lengthy. It informs us that existing laws for controlling the railroads are inadequate, because they lack provisions to secure their enforcement. The statutes are very definite concerning what the corporations shall and shall not do, but there is as yet no way of punishing them when they disobey the law. The decisions are openly defied, and when the commissioners protest the corporation lawyers laugh in their faces or threaten to annul the authority of the commission by appeals to the federal judiciary. In considering the information embodied in the report made public on Friday, we must bear all these things in mind. The document includes ten groups of systems aggregating 652 roads, with a mileage of 172,369 miles of line. The total earnings for the fiscal year reached the enormous sum of \$1,123,646,562. One-third, roughly speaking, represents passenger receipts, and the remainder freight charges. The operating expenses amounted to \$754,971,515, which sum includes \$100,000 salaries to presidents and \$25,000 to general managers, besides interest on watered stocks and bonds. In other words, the true operating expenses amounted to \$350,000,000, and the rest was swallowed up in plunder. But even after the deduction of the plunder, the railroads wrung a profit of over \$360,000,000 from the people. The yearly profit per mile was \$1,877 on one item alone, or, after deducting every possible item, we perceive a clear gain of \$2,139 per mile. On the other hand, the dividends declared for dividends a year ago. This \$5,983,732, almost the same sum declared for dividends a year ago. This requires a word of explanation. The railroads of the land are required by law to reduce their tariffs when the dividends exceed a certain sum. Consequently, the railroads make every possible effort to keep down dividends. At the same time, they must not let the dividends sink too low, or the man who invests in railway stock will be frightened away. The corporations solve the problem by keeping the dividends up to a certain limit and never letting them sink below or rise above it. The favorite way is to create spurious mortgage bonds. The Vanderbilts, for example, mortgage their own roads to themselves to pay themselves interest on these dummy mortgages. It is an ancient trick, but it enables them to charge up heavy sums against the interest account and thus show a moderate profit on the face of the report.

Another plan is to lease lines at a heavy annual rate to a subdivision of the same road. The trunk lines are thus split in two, three and four fictitious systems, one leased to the other. The rents are all charged to the expense account. It is very much as if a man owning his home went to raise the rent of it against himself and then complain to his neighbor that the landlord had doubled the rent. There is, in fact, no end to the tricks that can be played for the sake of bringing deceptive figures into an annual report. The interstate commerce commission complains that it cannot afford the people any remedy against these things until congress gives it some power to punish the violators of the law.—Twentieth Century.

Ruskin on Usury.

"Tell me, thou wretched wight of the world, thou unkind creature, which art past all sense and feeling of God, and doest the contrary; how darest thou come into the church? It is of the church that God hath said, 'Thou shalt take no usury;' and thou knowest He hath so said. How darest thou read or hear the word of God which condemneth usury, and thou knowest he doth condemn it. How darest thou come into the company of the brethren? Usury is the plague, and destruction, and undoing of the brethren; and thou knowest. How darest thou look upon thy children? Thou maketh the wrath of God fall down from heaven upon them; thy iniquity shall be punished in them to the third and fourth generation. This thou knowest. How darest thou look up into heaven? Thou hast no dwelling there; thou shalt have no place in the tabernacle of the Highest, this thou knowest. Because thou robest the poor, deceivest the simple, and eateth of the widows' houses; therefore shall thy children be naked, and beg their bread, therefore shalt thou and thy riches perish together."—Ruskin's *Ors Clavigeræ*.

Let everybody work to bring about conditions which will bring prosperity to the farmers. It is the key which unlocks the closed factories; throngs the counters of the merchants and provides steady work and remunerative wages to the day laborer.—Missouri World.

A Lover's Complaint.

"A pretty thing in gloves," she said. "I wish to get a perfect glove."

"The prettiest thing in gloves," said he. "Are those white hands of yours, my love?"—Boston Courier.

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